

CLASSIFICATION ~~SECRET~~COUNTRY East Germany

REPORT

TOPIC Neuruppin Airfield

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EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

25X1

DATE OBTAINED

DATE PREPARED

26 January 1955

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REFERENCES

PAGES 3

ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

1. On 19 and 25 November 1954, no air activity was observed at Neuruppin airfield. At about noon on 10 December, there was air activity by 5 MiG-15s or U-MiG-15s which remained aloft for about 20 minutes. 1

2. 26 November to 9 December. There was no air activity at the field. On 5 December, the following aircraft were parked on the installation:

2 MiG-15s or U-MiG-15s north of the alert shack
 6 MiG-15s or U-MiG-15s in front of the southeastern hangar
 18 MiG-15s or U-MiG-15s
 6 Yak-11s
 2 Po-2s

) on the hardstands in the southeastern corner of the
) landing field

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The revetments observed were vacant. The lids of the fuel containers in the former fuel dump at the eastern edge of the landing field were open. This is an indication that the fuel installation was apparently being used again.

10 December. Between 1000 and 1500, individual MiG-15s or U-MiG-15s practiced stunt flying.

11 to 19 December. No air activity was observed.

20 December. At 1300, jet engines were being run-up. No air activity was observed.

21 December. Individual take-offs were made by MiG-15s or U-MiG-15s after 1100. Four to 5 aircraft were simultaneously aloft. All of the aircraft had auxiliary fuel tanks. After the take-offs, the aircraft individually climbed through the closed ceiling which was at about 1,000 meters. Air activity was discontinued at 1500;

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3. On 21 December, a forked device with a dipole-shaped upper section was observed on the apron in front of the eastern hangar. A lead-in cable which was about the thickness of a man's thumb extended to the frame at approximately 10 cm above the ground. 2

4. On 21 December, 3 additional plates which are used to deflect the jet blast when running-up jet engines were installed in front of the southeastern hangar. A total of 4 such plates were now seen there. 3

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5. The former repair hangar was heavily damaged by bombs. The annexes to it were also apparently destroyed. The space between the outer walls of the repair hangar was cleared of rubble and apparently used for storage purposes. The tail units of swept-back jet fighters were repeatedly observed in this area while the remainder of the fuselages containing the jet engine presumably were in the southeastern hangar for repair. It was observed for the last time on 5 December that the still-standing portions of the repair hangar could not be utilized for repair work in their present status. ⁴
6. There was no gap in the fence west of the runway, nor were sentries seen passing through the fence. The wire fence on that side was higher than 170 cm and consisted of several rows of barbed wire with several cross wires.
7. Vehicular traffic at the field included motor vehicles
8. The following air activity and aircraft were observed at Neuruppin airfield between 3 December 1954 and 5 January 1955:
 - 3 to 8 December. There was no air activity.
 - 9 December. Between 1230 and 1430, the jet engines of 5 MiG-15s or U-MiG-15s were individually test-run for 2 to 3 minutes. No air activity was observed.
 - 10 December. Between 1130 and 1400, 4 swept-back jet aircraft individually took off and made local flights at an altitude of about 400 meters.
 - 14 to 20 December. There was no air activity.
 - 21 December. A roll call was held in front of the control tower from 0800 to 0830. Between 1000 and 1430, 4 MiG-15s or U-MiG-15s individually took off and made short local flights at an altitude of about 300 meters.
 - 22 to 24 December. No air activity was observed.
 - 25 December. Between 1000 and 1630, 6 MiG-15s or U-Mi G-15s practiced flying in elements of two. The aircraft flew over the clouds toward the west, returned after 45 minutes and then landed individually.
 - 26 to 28 December. There was no air activity.
 - 29 December. Between 1000 and 1430, flying was practiced by 6 MiG-15s or U-MiG-15s. Four of the aircraft took off in elements of two, flew in this formation for 45 minutes beyond the range of visibility, and landed individually. The other 2 aircraft made individual local flights of short duration and at an altitude of 300 meters. AA machine guns were seen in the northwestern corner of the field approximately on the line between the control tower and Storbeck. The AA machine guns which were recognized by their cyclic rate of fire would fire when an aircraft was crossing over them.
 - 30 December. Between 0945 and 1200, there was air activity by 4 MiG-15s or U-MiG-15s which took off individually and made short local flights at an altitude of 300 meters. Eight swept-back jet fighters which were not covered with tarpaulins were parked in front of the southeastern hangar. Six men were working under the wings.
 - 4 January. Between 1030 and 1400, there was air activity by 4 MiG-15s or U-MiG-15s which made individual 30-minute flights, heading toward the northwest and disappearing from view. A Po-2 took off at 1430 and headed toward the southeast. A MiG-15 or U-MiG-15 took off at 1800, made a local flight and landed at 1815 while ground searchlights were switched on.
 - 5 January. No air activity was observed. ¹
9. A Kniferest-type radar set was located 200 to 250 meters north of the officers' club. ⁵
10. At 1400 on 2 January, 50 to 60 men removed snow from the runway by means of snow sweepers. Both sides of the runway were marked by twigs of fir trees. A truck moved on the runway and apparently spread salt.

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11. The eastern half of the roof on the former repair hangar was destroyed. On 30 December, 3 trucks were parked in the western section of the hangar and about 8 large crates were stored in a front part attached to the front wall. The western side of the roof was not watertight except for a strip about 10 meters wide. Two trucks, 3 electric starting trucks and 3 tool chests were observed there. The remaining sections of the hangar were permanently open because the sliding doors were removed. 4
12. In late October, 4 Po-2s were parked in the eastern half of the apparently intact southern hangar and 4 additional Po-2s were seen in front of the hangar. In late December, the hangar was closed so that the interior could not be observed. A heating installation was in the western half of the hangar. 6

13. 6 to 9 December. No air activity was observed at the field. 25X1
 10 December. Individual flights were made by about 4 MiG-15s or U-MiG-15s.
 11 to 20 December. No air activity was observed.
 21 December. Between 1000 and 1500, there was air activity by MiG-15s or U-MiG-15s. The take-offs were made at intervals of 10 to 15 minutes. 1
14. 4 to 20 December. There was no air activity except on 10 December when stunt flying was practiced at altitudes between 4,000 and 5,000 meters. 25X1
 21 December. Two MiG-15s or U-MiG-15s made local flights. At the same time, 22 MiG-15s or U-MiG-15s were counted on the landing field. 1
15. A Kniferest-type set was observed about 200 meters north of the flight control station. 5
16. Two devices consisting of tubes were located aft of each other and parallel to Wittstocker Allee about 35 meters west of the eastern hangar. No cable connection was seen between the two unidentified devices. 2

1. Comment. Neuruppin airfield is still occupied by a fighter regiment. A total of 26 MiG-15s or U-MiG-15s were counted on the landing field. Only little air activity was observed. 25X1
 The roll call on 21 December 1954 was held on the occasion of Stalin's birthday. 25X1
 2. Comment. This device which has not yet been identified. The upper portion of the set is apparently not shaped like a bow but appeared to have a dipole-like structure. 25X1
 3. Comment. The plates are used for diverting the jet-blast while racing up the jet engine. 25X1
 4. Comment. The report on war damage on the former repair hangar agrees with available information. The still-standing portion of the hangar serves for storage purposes. The about 8 aircraft crates observed on 30 December 1954 possibly belonged to an aircraft shipment which arrived in the Soviet Zone of Germany from the USSR in December 1954. 25X1
 5. Comment. The Kniferest-type radar set was previously observed north of the officers' club. 25X1
 6. Comment. The information that sections of motors and airframes are stored in the southern attachment to the southern hangar has been received previously. The presence of a heating installation in the western section of the hangar is reported for the first time. It is unknown what sort of equipment is being stored in the eastern section of the hangars. 25X1

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